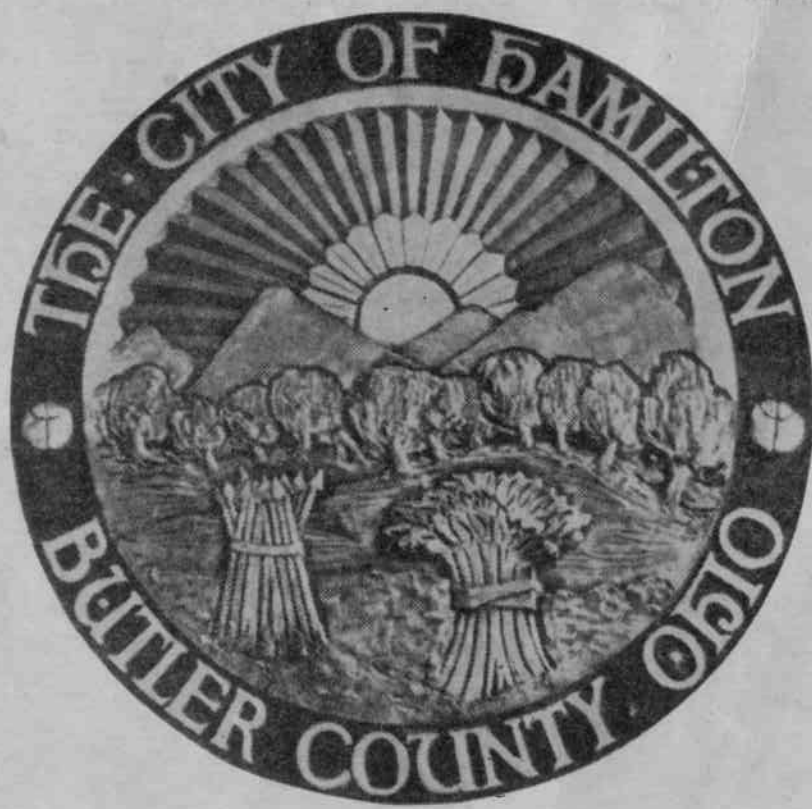


Hamilton History

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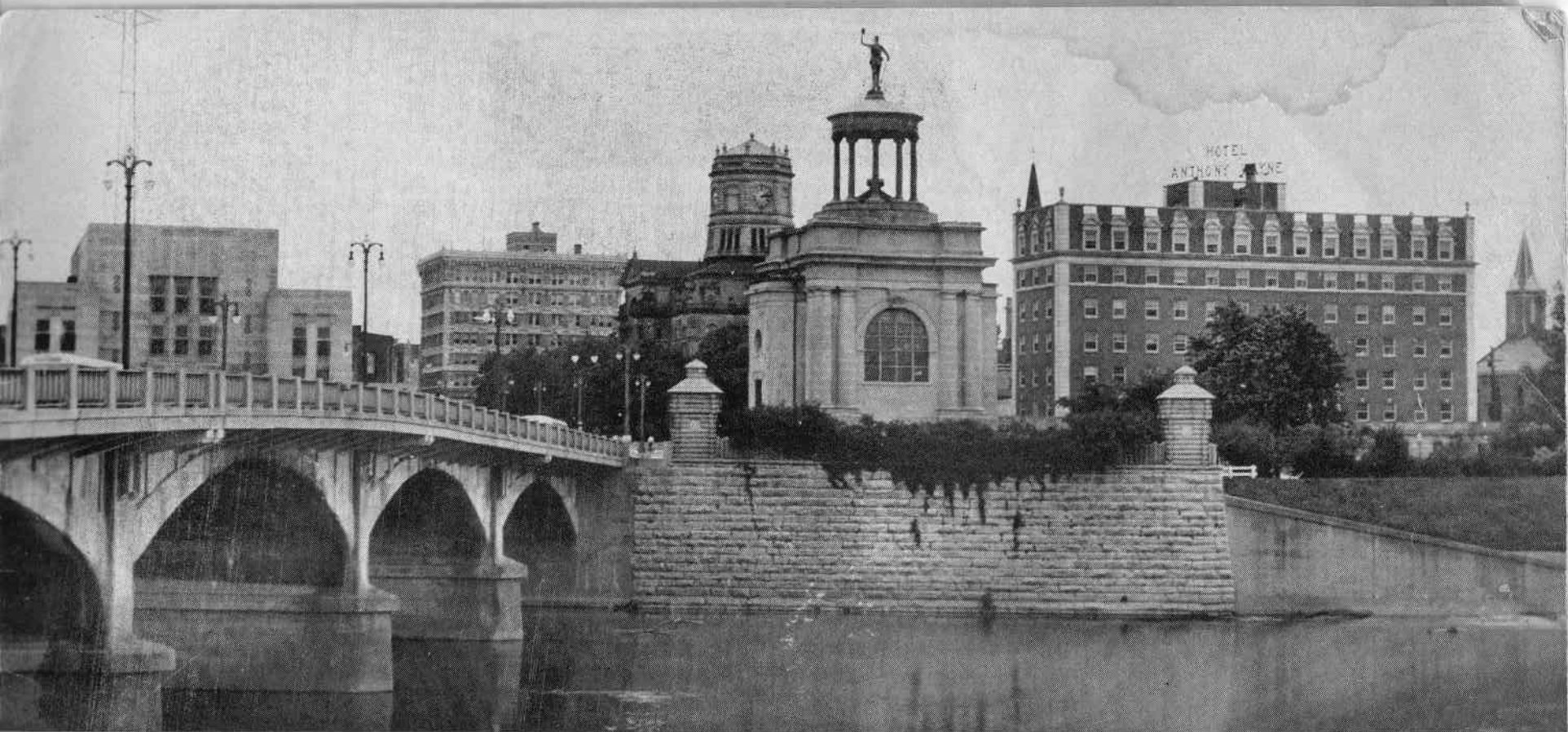


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This Is Your City

Hamilton, Ohio

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THIS IS YOUR CITY

Hamilton City Council

ARTHUR J. FIEHRER, *Mayor*

EDWARD BECKETT	WILLIAM BECKETT
JOHN BENNINGHOFEN	BERNARD KIRSCH
HERBERT MICK	ARTHUR WILSON

General Information

Estimated population: 65,000
Area: 5591 acres Elevation: 601 ft.
Average annual temperature: 55.9°
Average annual rainfall: 40 inches
Real estate valuation: \$142,012,115
1955 tax rate: \$29.84 per \$1,000



CITY MANAGER — CHARLES F. SCHWALM

STREETS

Since the importance of good streets cannot be over-emphasized, this activity is of major concern in the Public Works Department. Over eleven miles of heavily traveled city streets have been repaved as part of the three-year street improvement program made possible by the passage of a bond issue in 1952.

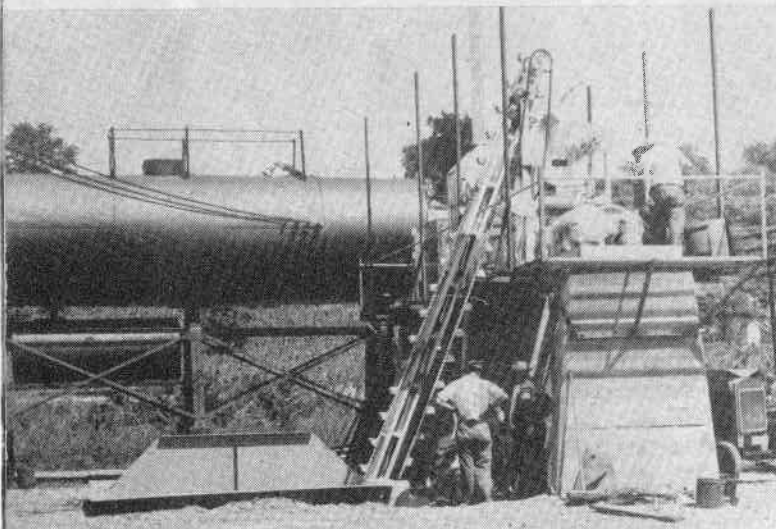
This bond issue also made possible the construction of Neilan Boulevard — probably one of the most extensive and most popular city projects in many years. A two mile limited access highway, the boulevard involved moving some 31,000 cubic yards of gravel, the construction of four miles of curb and gutter, and the paving of the entire two miles of roadway, just completed this summer.

Funds are sufficient for repaving only the most heavily traveled streets, as ascertained by traffic counts, but the operation of the new eight-ton asphalt plant has both speeded and lessened the cost of street patching. This patching program includes repair of cracks and weather damage, pavement cuts and manhole adjustments and some 7,500 square yards of patches are completed annually by city forces.

In addition to the repaving and patching program, over 2,000 square yards of streets are surface treated by the city each year, providing a conveniently dust-free surface of satisfactory smoothness.



ROAD PATCHING CREW



ASPHALT PLANT



STORM SEWER INSTALLATION



PAVING FINAL SECTION OF NEILAN BOULEVARD

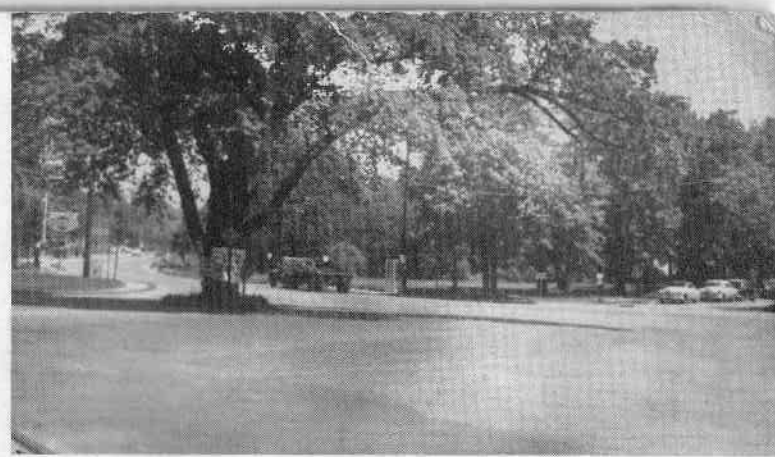
MAJOR PROJECTS

Three major street projects have been approved for construction under a proportionate payment plan with the State Highway Department. The first of these was completed during June of this year with both agencies paying one-half the cost. This involved the repaving of Main Street from the Millville Avenue intersection to the railroad crossing near Haldimand Avenue, a little over a mile.

A second project scheduled to start in late 1955 is the realignment of 400 feet of the Fairgrounds intersection near Erie and Heaton Street, to a divided four-lane highway. This portion of the project will involve the city's paying a proportionate cost, with the State continuing the construction for the entire distance on State Route 4 to Middletown.

The third project covers the southern section of Route No. 4 and is scheduled to start late in 1956. This will involve approximately one-half mile of divided four-lane highway connecting with the existing four-lane, from the intersection of Erie and Dixie Highway to Bobmeyer Road. On this project, also, the city will pay only a portion of the construction cost.

Although not as yet definite, city officials are endeavoring to expedite plans for a fourth project on State Route No. 128 south from Columbia Bridge.



FAIRGROUNDS INTERSECTION



RESURFACING OF MAIN STREET



OPENING FINAL SECTION OF NEILAN BOULEVARD



DIXIE-ERIE HIGHWAY INTERSECTION



START OF WORK — MAY, 1954



FORMS FOR CONCRETE PIPE LINE



RIVER CROSSING AT BLACK STREET BRIDGE



LOOKING SOUTH FROM RAILROAD BRIDGE

SEWAGE DISPOSAL PLANS

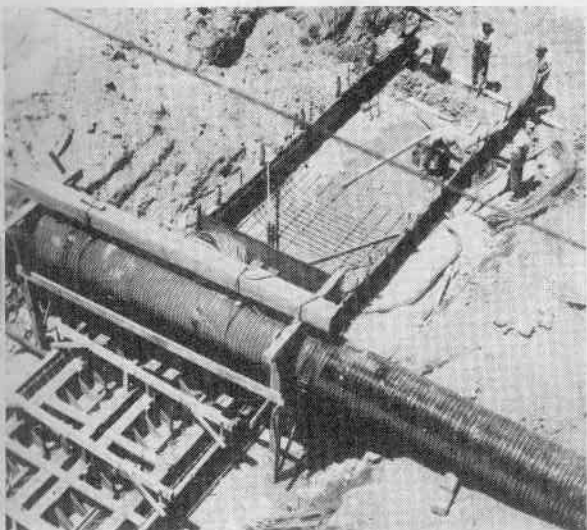
The construction of the interceptor sewer line was the first step toward the elimination of pollution in the Great Miami River. This portion of the complete project was begun in May of 1954 and was completed in March of this year, well ahead of the construction schedule.

The interceptor sewer extends for 14,573 feet along the east side of the river bed from Riley's Island to a point just south of the Black Street Bridge. The line is of monolithic construction; that is, it is made of a minimum of 8 inches of concrete which was poured on the job through the use of wooden and metal forms, as shown in the upper right-hand photograph. All but some 2,500 feet of the entire line is composed of two separate pipes in a single casing, each pipe varying in diameter from 60 to 42 inches.

The line crosses the river at three points—Black Street Bridge as shown, at Arch Street, and at Hick's Creek — to tie in with sewer outlets on the west bank of the river. In addition, approximately 3,000 feet of 18 to 15 inch vitrified pipe was installed in the west side of the river bed to connect the various sewer outlets on that side of the river.

The storm sewer crossing which is illustrated below was a temporary installation but is interesting from the standpoint of showing the procedure in avoiding storm water drainage in the work area during construction. Since storm sewers carry nothing but non-polluted rain water, they will not be tied in with the interceptor sewer which is for sanitary and industrial wastes only. This separation of storm and sanitary sewers throughout the city will result in a considerable saving in the cost of the sewage disposal facilities, for countless gallons of storm drainage water can be emptied directly into the river without treatment. Were the systems not separate, all this storm water would have to be processed through the disposal plant, with the attendant additional cost of facilities and operation.

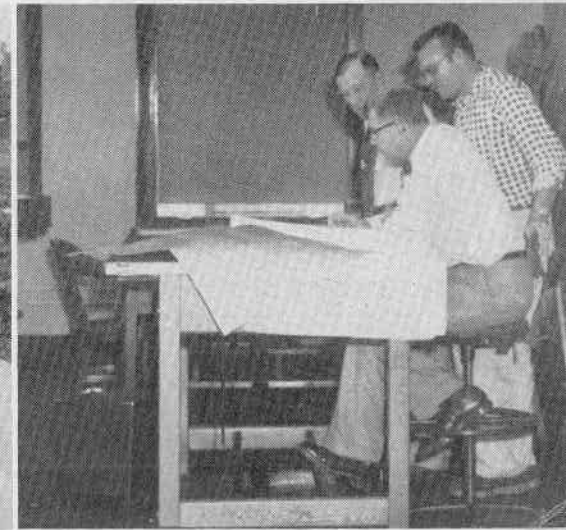
The sewage disposal plant will be located on the land previously known as Riley's Island before the change in the river channel made not so long ago. This plant is still in the planning stage for although formal plans and specifications have been received, the City Engineering Division is still working out road lay-outs, grades and utility lines for the plant area. Construction of the plant is anticipated to begin in the early part of 1956 and be ready for operation the following year.



STORM SEWER CROSSING



COMPLETED SEWER ENCASING 60" AND 48" PIPES



SEWAGE DISPOSAL PLANT PLANS